AUBURN AREA GENERAL PLAN

1978 - 1979

FOREWORD

The Auburn Area General Plan was adopted by the Placer County Board of Supervisors on November 28, 1978, and by the Auburn City Council on February 5, 1979. Recommendations incorporated in the text reflect the desires of the majority of the Auburn Area General Plan Citizens Review Committee. These recommendations were studied and recommended for approval by both the City of Auburn and Placer County Planning Commissions. Minority reports from individual committee members and staff comments are on file at the Placer County Planning Department for public review.

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INTRODUCTION

I. INTRODUCTION

Purpose of the General Plan

The Auburn Area General Plan is the official statement of the City of Auburn and County of Placer setting forth goals, policies, assumptions, standards, and plan proposals that will guide the physical, social, and economic development of the Auburn area to the year 1995. As such, it can be effectively utilized to provide overall direction to the decision-making process.

In addition to the General Plan describing a broad physical and policy framework for the future, it is also designed to meet specific requirements of the California Planning and Zoning Law. These include the incorporation of the following State-mandated elements into the Plan: Land Use, Circulation, Housing, Conservation, Open Space, Scenic Highways, Noise, Seismic Safety, and General Safety.

As the second major comprehensive planning study for the Auburn area, this plan when adopted, is intended to amend in full the first Auburn General Plan adopted in 1964.

Description of the Study Area

The Auburn area plan encompasses an area of approximately 52 square miles at the base of the Sierra Nevada foothills. Its central location between the San Francisco Bay area and the Lake Tahoe recreation areas, along with its rural setting and mild "above the fog and below the snow" climate are some of the basic features attracting people to the area.

The City of Auburn, Placer County seat, is the focal point of what is considered the "Auburn Area". The plan study area

extends out from this point to the unincorporated areas of north Auburn, Bowman, Lone Star, Christian Valley, Newcastle, and Shirland Tract. The general study boundaries are the American River to the east, the Bear River to the north, the Ophir General Plan area to the west, and the Newcastle/Shirland Tract area to the south.

The terrain is generally rolling foothills with some steep areas, especially along the American and Bear River canyons. Elevations range from 680 to 2,100 feet above sea level, with the majority of the plan area lying between 1,200 and 1,400 feet. Auburn Ravine, North Ravine, Dry Creek, and Rock Creek are the major watercourses traversing the study area.

The Planning Process

The Auburn Area General Plan is, as was the original study, a joint effort between the City of Auburn and County of Placer, recognizing the Auburn area as a single planning unit with common concerns.

It became evident in 1975 that the 1964 plan was becoming outdated. Certain changes in the State law had mandated consideration of numerous elements which were not included in the 1964 plan. This, along with a surge in development activity, caused the City and County to recognize the need for a major update. Preliminary data gathering began in 1975, and in late 1976, the City and County Planning staffs began activity working on the new plan.

The first major effort in the planning process was to formulate

a plan questionnaire which was mailed to all 6,300 property owners in the study area in an effort to obtain basic community desires regarding growth and development of the area. The response was excellent, with approximately 40% of the property owners participating.

After the results of the questionnaire were compiled, a citizens committee was appointed to work with the Planning staff in the preparation of the plan. The committee, referred to as the Auburn General Plan Review Committee, included nine representatives from the City of Auburn appointed by the City Council and fourteen representatives from the unincorporated areas appointed by the Board of Supervisors.

The Committee directed staff to prepare three alternative plans based on projected annual growth rates of 2%, 4%, and 6% to the year 1995. The 2% rate represented the approximate historical rate in the Auburn area between 1960 and 1975, while the 4% and 6% rates reflected more current growth trends. After an extensive review of these plan alternatives, the Committee recommended a land use plan which could accommodate the higher growth rates and a potential holding capacity of approximately 65,000 people by 1995. As a result of the public hearings held at the Planning Commission and Board of Supervisors levels, the final holding capacity was reduced to 57,000.

Throughout the planning process, beginning in April of 1977, most of the area not currently served by public sewer was placed in an interim zoning which restricted extensive development to allow time to prepare and process a revised general plan.

An Environmental Impact Report (E.I.R.) for this plan was prepared by County staff and was reviewed as a separate document. The E.I.R. outlines potential impacts to the area assuming complete buildout of the plan. Major issues include traffic, air quality, schools, and public services. Also included in this document is detailed technical information pertinent to the general plan study.

Plan Assumptions

Assumptions, along with goals and objectives, provide the basic foundation for a plan. They give direction to the consideration of amendments and provide a basis for the preliminary planning studies and inventories. The assumptions contain statements of apparent facts and observations of current trends in the plan area. Following are several assumptions upon which the Auburn General Plan amendment is based:

1. Residents of the Auburn area locate here primarily because of the small-town atmosphere, central location, and the rural environment of the surrounding area.

2. Population and employment in the Auburn area will continue to grow at a moderate rate.

3. Higher densities will locate in areas where public services are available.

4. Although there will be a considerable increase in multiple family living, the prevailing demand will continue to be for single family homes, either on large lots in the outlying areas or on small lots in urban areas where public utilities are available.

5. The primary means of transportation through 1995 will continue to be the automobile. Strong efforts will be made during this period to encourage the use of public transportation and other non-auto forms of transportation.

6. The Auburn Dam project will be constructed during the plan period. Additional recreational, tourist commercial and housing development is expected as a result of this project.

7. The primary commercial service centers will continue to be the Auburn central business district (including the historic Auburn commercial area), the commercial corridor along Highway 49, and the highway service district at Interstate 80 and Auburn Ravine Road.

8. The Auburn Airport will remain in existence throughout the plan period.

9. The Dewitt Center will become a major County governmental complex.

10.* The Highway 49 bypass will be constructed from the Dry Creek Road area to I-80.

* This assumption was adopted only by the City of Auburn.

COMMUNITY DEVELOPMENT ELEMENT

II. COMMUNITY DEVELOPMENT ELEMENT

Included in the Community Development Element are the State-mandated general plan elements for Housing, Land Use and Safety. Also included is information on related topics of population growth and public services.

A. POPULATION AND HOUSING

PURPOSE: The purpose of this section is to discuss historic and projected population growth and to determine present and future housing needs with the ultimate goal of providing adequate housing for all economic segments of the community.

GOALS AND POLICIES

GOAL: PROVIDE SOUND AND ADEQUATE HOUSING FOR ALL ECONOMIC SEGMENTS OF THE COMMUNITY, WHILE ENSURING CONSISTENCY WITH EXISTING LAND USES.

POLICIES

1. Stabilize and improve deteriorating residential areas and eliminate dilapidated housing conditions through continued enforcement and review of building and health codes.
2. Encourage high and medium density residential development in areas of available public services and consistent surrounding land uses.
3. Encourage innovative development techniques to assure a wide diversification of housing types.
4. Encourage the use of Federal-subsidized housing programs by private developers for low and moderate income housing projects.

POPULATION

Population projections play a major role in the formulation of a general plan. They are an important factor in determining land use as well as transportation and public utility facilities to accomodate the anticipated growth.

Care must be taken in the use of population projections as they are based on assumptions as to what will occur in the future. Unforeseen changes in the social or economic climate of an area could significantly alter the actual growth. Due to the difficulty of forecasting such events, it is necessary to periodically review the projections.

Historical Growth*

The population within the Auburn Area General Plan boundary has increased from approximately 12,200 in 1960 to 17,500 in 1975. This is equivalent to a compounded annual growth rate of 2.4% (as shown in Table 1). These figures compare to a 3.2% rate experienced by Placer County for the same period.

The individual city and unincorporated population figures are presented below:

TABLE 1
AUBURN AREA HISTORICAL GROWTH

	Population		
	1960	1975	Growth Rate
City of Auburn	5,586	6,663	1.2%
Unincorporated area	6,600	10,829	3.3%
Total plan area	12,186	17,492	2.4%

*Historical population information for the Auburn plan area is non-existing prior to 1960. Thus, all comparisons originate with 1960 as the base year.

From 1975 to the present, the Auburn area has experienced accelerated growth. An analysis of housing start and mobile home permit activity for this period indicates that the area has annually grown at approximately a 5% rate in 1976 and 6.7% in 1977. Based on these rates, the July, 1977 population estimate for the plan area is 19,600.

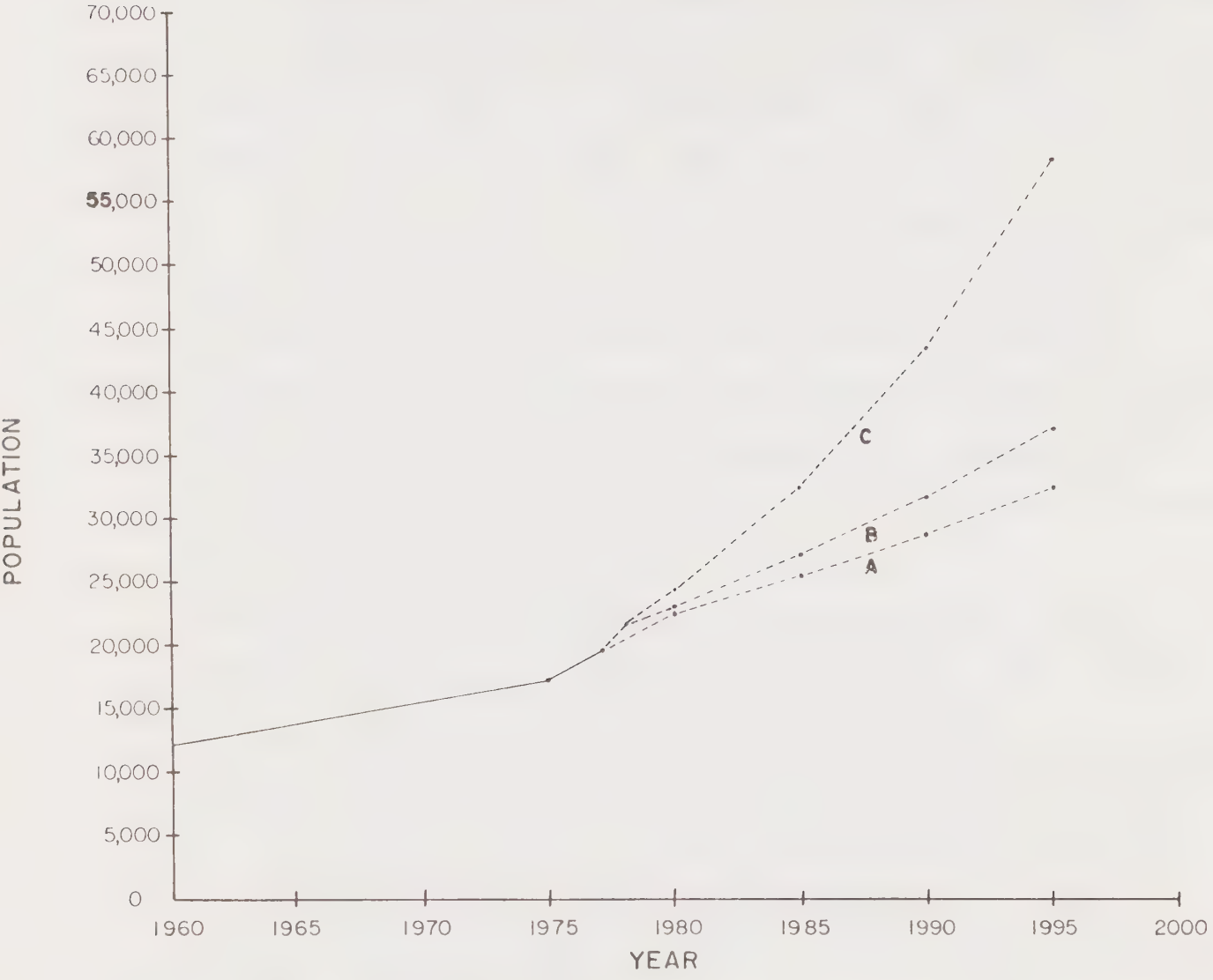
Projections

In forecasting population growth for the plan area, it appears reasonable to assume that there will be an acceleration of growth compared to the historic rate. The Auburn area is currently being discovered by more and more people as a very desirable location to live, primarily because of its attractiveness in being close to employment centers such as Roseville and Sacramento, while still providing a rural environment in which to reside. In order to preserve this rural atmosphere, the general plan designates areas outside existing service areas for 2.3 to 20-acre minimum parcel sizes.

Population forecasting is rather difficult, particularly when it comes to pinpointing the exact rate of future growth. There are many factors that can influence population growth in the plan area (i.e. changes in employment trends, service availability, etc.). Of major concern is the dramatic increase in population growth in the last two years. Due to these circumstances, a high and low projection have been prepared. These projections along with a plotting of the historical growth rate for comparison purposes are presented in the following graph.

TABLE 2

AUBURN AREA POPULATION PROJECTIONS



In analyzing the above graph, projection A is based on the assumption that the Auburn area will grow at its historic rate of 2.4% to 1995. This would provide a maximum total population of 32,000, however, based on current housing trends and subdivision activity in the area, this rate appears to be too low.

Projection B is based on a 3.2% annual growth rate which reflects the historic growth rate for Placer County. This projection

would allow for 37,000 people in the plan area by 1995. This is considered to be the minimum growth rate that would be experienced in the next 18 years. It appears to be a reasonably accurate low figure in light of recent development trends.

Projection C assumes that the average annual growth rate experienced in the last two years (6%) will continue to 1995. This would yield a population of approximately 58,000 people. This is considered to be the maximum average growth rate for long-range planning purposes in the area, recognizing that fluctuations in future growth will occur. Also, this figure is consistent with the recommended land use plan holding capacity of 57,000, as outlined in the Land Use section.

There is a wide variation between projection B and C. At this time, however, indications are that the 1995 population would probably lean towards the higher figure.

HOUSING

There currently is an increasing demand for housing in the Auburn area. This, coupled with the current availability of mortgage money, has created a market where housing supply has not been able to satisfy demand. Due to the limited supply of local housing, there has been increased competition for existing units, which have caused prices to rise.

The primary demand for housing in the Auburn area is for single family dwellings. This demand is partially generated by people migrating into the area with primary employment in the Sacramento region. Also, there are a number of non-resident owners

who live in the San Francisco and Los Angeles areas and plan to move here upon retirement. These people apparently are attracted to the Auburn area because of its small town atmosphere which allows for rural living while still being within commuting distance to major employment centers. The 1975 Placer County Special Census indicated that approximately 25% of all residents in the Auburn area work in Sacramento County. This percentage should increase in future years if present trends continue.

Existing Conditions

The 1975 Special Census indicates there are approximately 6,800 housing units within the Auburn Area General Plan boundary. Housing types range from single family dwellings to apartment units. Table 3 below illustrates the type of housing units in the City of Auburn and the unincorporated area within the plan boundary.

TABLE 3
AUBURN AREA HOUSING TYPES
(1975)

Housing Type	Unincorporated Area Number	%	City of Auburn Number	%	Auburn Area Plan Total Number	%
Single family	2,713	68.5	1,937	67.8	4,650	68.2
Duplex-fourplex	538	13.6	525	18.4	1,063	15.6
Apartments	7	.2	395	13.8	402	5.9
Mobile Home Park	702	17.7	0	0	702	10.3
	3,960	100.0	2,857	100.0	6,817	100.0

The above table shows that the primary housing type in the area is the single family dwelling, with over 68% of the total units being of that type. This characteristic is consistent within the City and unincorporated area. The primary difference is that

in 1975 the City of Auburn had the majority of the apartment units (98%) in the plan area while the unincorporated area had all the mobile home park units. Since 1975, apartment construction has increased in both the City and the unincorporated area.

Approximately 95% of the total housing units within the Auburn area were occupied as of 1975. This compares to a 92% occupancy factor for Placer County (excluding the Tahoe area).

Housing quality for the Auburn plan area was adequate according to quality ratings determined by the Placer County Assessor's Office in 1970 using assessment standards established by the State Board of Equalization. Results indicated that 72.3% of the total housing stock was considered sound. This was slightly higher than the Placer County average of 69.1%. A sound unit was defined as a structure that met County building codes, and if any defects existed, they could be corrected through normal maintenance. There were 27.1% considered deteriorating or lacking adequate upkeep. Repairs for units in this category would require more than could be accomplished through normal maintenance. Less than 1% was considered dilapidated or in need of extensive repairs or possible demolition.

The majority of substandard units were found in older sections of the Auburn area. Any newly developed areas would have to meet current building codes.

Housing Need

The need for future housing is based on projected population. The Auburn area is projected to grow to 36,700[1] by

(1) Assumes population growth of 3.2%

1995 as a minimum figure. If current trends continue, the projection could be as high as 58,400(2). These increased population figures would create a demand for between approximately 5,800 and 14,100 additional housing units as illustrated in Table 4 below.

TABLE 4
AUBURN AREA HOUSING NEED

1978 Population	1995 Projected Population	Increase in Population	Average Household Size	Number of new units needed
21,700	36,700	15,000	2.6	5,769
21,700	58,400	36,700	2.6	14,115

As housing prices increase, many people are eliminated from the single family housing market. This necessitates the creation of sufficient amounts of multiple housing areas so that reasonable housing units can be obtained for low or moderate-income families.

The median annual income in the Auburn area was $9,700 in 1975, which is slightly higher than the Placer County median of $9,658. According to the Department of Housing and Urban Development standards, anyone making less than 50% of the median income of their area is considered low income. People earning 50-80% of the median income are classified moderate income. Using these standards for the Auburn area indicates that approximately 22% are considered low income and 17% moderate income. Presented in Table 5 is a 1975 income breakdown of the Auburn area.

(2) Assumes population growth of 6.0%

TABLE 5
AUBURN AREA HOUSEHOLD ANNUAL INCOME
(1975)

Income Range	Unincorporated Area		City of Auburn		Total	
	Number	%	Number	%	Number	%
Less than $6,000	687	26.5	651	26.5	1,338	29.3
$6,000-9,999	572	22.0	433	21.8	1,005	22.0
$10,000-14,999	585	22.6	379	19.2	964	21.1
$15,000-19,999	372	14.3	244	12.3	616	13.4
$20,000-24,999	205	7.9	192	9.7	397	8.7
$25,000 or more	173	6.7	81	4.1	254	5.5
TOTAL:	2,594	100.0	1,980	100.0	4,574	100.0

With approximately 39% of the households in the plan area classified low or moderate income, there is a definite need for a housing mix that would allow for considerable multiple units. The current housing mix of approximately 68% single family residential and 32% duplex-fourplex, apartment, or mobile home park units seems to be a reasonable basis for projection to 1995. This is predicated on the assumption that a certain percentage of low and moderate income families are in single family housing units that meet their current and future needs. For example, there are retired people with fixed incomes that own their own single family dwelling.

Table 6 below illustrates the projected housing mix assuming the same percentages that currently exist.

TABLE 6
PROJECTED AUBURN HOUSING NEED (BY TYPE)
(1995)

Housing Type	Existing Units 1975	Additional Units (1995) (1)	Additional Units by 1995 (2)
Single family	4,650	3,934	9,626
Multiple(3)	2,167	1,835	4,489
TOTAL:	6,817	5,769	14,115

(1) Based on population projections of 36,700 by 1995
(2) Based on population projections of 58,000 by 1995
(3) Multiple is considered duplex-fourplex, apartments, and mobile home park units.

Current indications are that projected housing needs will lean toward the higher figures.

B. LAND USE PLAN FOR 1995

PURPOSE: The Land Use Plan designates the general distribution, location, and extent of various current and projected land uses throughout the plan area.

GOALS AND POLICIES

The overall goal of the Land Use Plan is to provide for a balanced framework of land uses which will serve the economic, social and environmental needs of the Auburn area. The Land use patterns shown on the plan map (located in the back of this text) are designed to accomodate the higher range of population densities projected for 1995 and, at the same time, reflect the following, more specific goals and policies as well as those stated in other elements of this plan.

GOAL 1: TO ESTABLISH A VARIETY OF RESIDENTIAL DENSITIES WHICH WILL PROVIDE FOR DIFFERENT TYPES OF HOUSING.

POLICIES

1. Higher density (more than 4 dwelling units per acre) residential areas should be of sufficient amounts to provide housing for low and moderate income families in the area.
2. Insure that the recommendations of the Housing Element are reflected in the Land Use Plan.
3. Retain and conserve existing single family residential neighborhoods. Renovations of existing housing should be a major effort.

GOAL 2: TO LOCATE URBAN AND SUBURBAN DEVELOPMENT INTO AREAS WHERE URBAN SERVICES, COMMERCIAL FACILITIES, AND TRANSPORTATION FACILITIES ARE READILY AVAILABLE.

POLICIES

1. Encourage logical expansion of the Auburn urban core area by developing skipped-over lands before extending into outlying areas.

2. Establish conservation and rehabilitation of existing areas as a high priority.

GOAL 3: TO PROVIDE A SUFFICIENT MIX OF NEIGHBORHOOD, REGIONAL, AND HIGHWAY COMMERCIAL FACILITIES TO SERVE THE RESIDENTS OF THE AUBURN REGION AS WELL AS THOSE VISITING AND RECREATING IN THE AREA.

POLICIES

1. Continue to develop additional commercial parking in the downtown area.

2. Maintain strong design control of commercial areas especially those in the downtown and Highway 49 area.

3. Establish citizen design review committees in the unincorporated area as a means of assuring that future development is consistent with design standards and community desires. The City provides civic design through the Planning Commission.

4. Prevent strip commercial along Highway 49 from continuing north of Dry Creek Road area. Discourage strip commercial along other routes.

5. Maintain the Auburn central business district as a commercial and cultural center of the market area.

GOAL 4: TO PROVIDE FOR THE DEVELOPMENT OF INDUSTRIAL AREAS WHERE SUITABLE LAND AND SERVICES EXIST AND WHERE A MINIMUM OF CONFLICTS WITH ADJACENT LAND USE ARE FOUND.

POLICIES

1. Industrial development visible from major routes should be subject to strict design control.
2. Encourage the establishment of small, clean industry.
3. Utilize industrial development as a compatible use around the Auburn Airport.

GOAL 5: TO PROMOTE THE CONSERVATION AND LONG-RANGE ENHANCEMENT OF THE RURAL SMALL TOWN CHARACTER OF THE AUBURN AREA.

POLICIES

1. Limit urban development in those areas where such development would be inconsistent with neighboring land uses and would detract from the existing character of the area
2. Discourage public services from expanding into areas with significant value as rural open space.
3. Maintain a concentrated urban area and avoid urban sprawl which could destroy the existing small town/rural character of the area.
4. Allow rural lifestyles to be maintained by encouraging large lot development in those areas where urban services are not available.

GOAL 6: ENCOURAGE CONTINUED AND INCREASED AGRICULTURAL ACTIVITIES ON LANDS CONDUCIVE TO AGRICULTURAL USES.

POLICIES

1. Maintain large parcel sizes in productive agricultural areas to both preserve and protect agricultural activity.

2. Encourage Williamson Act Agreements where appropriate.

DESCRIPTION OF LAND USE DISTRICTS

Residential

As noted in the housing and population sections of this report, there could exist a demand in the Auburn Area General Plan for 14,100 additional housing units of various types to accommodate a potential population size of 58,400 people by 1995. To accommodate this potential growth and to insure a healthy mix of housing types, a range of residential land use districts is shown on the plan. The range runs from High Density (10-15 dwelling units per acre) down to Rural Low Density (1 unit per 0.4 to 2.3 acres).

The residential holding capacity of 57,400 is just slightly less than the highest population projection of 58,000. In keeping with the goals and policies, residential areas have been shown only in areas where urban services are readily available.

Commercial

The primary commercial areas in the plan are substantially the same as currently exist: the Auburn central business district (including the historic Auburn commercial area), the commercial corridor along Highway 49, and the highway service district at Interstate 80 and Auburn Ravine Road.

The commercial area at the intersection of Bell Road and Highway 49 has been enlarged to accommodate a major shopping center. This general location is felt to be suitable for a large commercial facility due to availability of public services, proximity to high density residential areas, and existence of major traffic routes (Highway 49 and Bell Road) to serve the site.

A number of satellite shopping centers shown on the 1964 plan have been either substantially reduced in size or eliminated, as sufficient commercial is planned in existing areas to serve the community and the region, as well as the recreation and tourist trade. New satellite commercial areas may be designated only if location, size, and design warrant their consideration.

Industrial

The industrial areas shown on the plan reflect primarily the existing industrially developed sites.

Additional land for industrial uses is planned for the area around the west end of the Auburn Airport, as it has been determined that industrial and heavy commercial uses are compatible with airport operations.

It is recognized that the majority of industrial businesses locating in the Auburn area will be rather small light industrial or heavy commercial operations. There are no major sites planned which would compete with the well-planned Sunset Industrial Park located in Western Placer County.

Agricultural and Rural Estate

One of the major themes of this plan is to preserve the rural small community character of the Auburn area. A key ingredient to achieving this goal is the ability to limit urban sprawl and to maintain a strong separation between the urban "town" and the rural "country" areas. The recommended range of parcel sizes of 2.3 to 20-acre minimum for the Agricultural and Rural Estate districts reflect this desire to keep a strong rural identity in the area.

These parcel size minimums also recognize the present day limitations on locating individual wells and septic tanks in areas with marginal soils, steep slopes, and high groundwater. A more detailed analysis of land capabilities will be performed during the precise zoning process where exact minimum parcel sizes will be established for all properties within the plan area.

Another important consideration in establishing large lot sizes in the outlying areas is the need to protect our producing agricultural lands. Numerous agricultural preserves (Williamson Act contracts) exist in the north and west areas of the plan. These uses must be protected from urban encroachment and the inherent problems of increased taxes, vandalism, dogs, etc.

Planning Reserve

The Planning Reserve district is intended to accommodate residential development including the necessary commercial,

recreational, open space, and public service areas. It may include areas for improved transportation/circulation facilities. The intent of this district is to allow for a broad, flexible range of residential densities which may be narrowed by the filing of a specific plan containing the provisions specified in Section 65451 of Title 7 (Planning) of the California Government Code. Such provisions include the location of all housing, business, industry, open space, public buildings and grounds, among other uses. It also includes the location of streets and roads, standards for population and building density, provisions for water supply and sewage disposal.

Other

Also designated on the plan are proposed and existing parks, fire stations, schools, hospitals, cemetaries, and other public and quasi-public uses. These are discussed in detail in the Public Services and Safety sections of this report.

C. PUBLIC SERVICES

PURPOSE: The purpose of this section is to recognize the interrelationships between land use planning and the orderly provision of public services by providing a common set of goals and policies for public service agencies, City and County governments, and the Local Agency Formation Commission.

GOALS AND POLICIES

GOAL 1: TO MAKE URBAN SERVICES AVAILABLE ONLY TO THOSE LANDS WHICH, UNDER THE LAND USE PLAN, WILL NEED THEM.

POLICIES

1. Amend the existing Auburn Sphere of Influence Study to reflect the limit of urban expansion as delineated in the land use plan.

2. Discourage over-development of facilities, services, and systems in advance of demand to insure that no inequitable tax burden is imposed.

3. Consider urban zoning only for those lands with all urban services readily available. Balance of lands planned for urban use but not served by existing utilities to be zoned to larger lot sizes which can sustain individual systems, i.e., septic tank and well.

GOAL 2: TO MAINTAIN THE MOST FEASIBLE AND ACCEPTABLE BALANCE BETWEEN ADEQUATE PUBLIC SERVICES AND PROJECTED DEMAND.

POLICIES

1. Insure, through cost-benefit studies, that new development does not place undue burdens upon existing public services.

2. Insure that adequate services will be available for proposed developments before granting approval.

3. Consider mitigation measures from new development to reduce impacts on local services, i.e., schools, parks, etc.

The availability of public services has been a key element in the shaping of the Auburn Area General Plan for 1995. The public services of particular concern are adequate sewerage and water facilities. Schools, solid waste disposal, and energy resources were also considered.

SEWERAGE COLLECTION AND TREATMENT

The City of Auburn, Placer County Sewer Maintenance District No. 1, Dewitt sewer system and the Newcastle Sanitary District are the serving entities within the plan area.

The City plant, located on Taylor Road in Ophir, has recently been expanded and should provide adequate treatment for a number of years. The existing plant is a regional facility and may receive sewerage from Cool. Ultimate buildout of the plan will necessitate an additional module in order to handle the anticipated flows.

The County S.M.D. #1 plant, located on Joeger Road off Highway 49, serves the north Auburn area and will also require expansion in order to accommodate projected growth. This expansion has been anticipated and the District expects to be able to obtain sufficient funds to cover any required construction through Federal and State grants and local bond sales.

The Dewitt Center wastewater treatment plant, originally constructed in 1943 with the construction of the Dewitt Hospital, serves the existing Dewitt Center complex and is operated by Placer County. A federal cleanwater grant study is currently being completed which will outline recommendations for future wastewater needs at Dewitt and the panorama - Bell Road area north of Dewitt.

The Newcastle Sanitary District serving the Newcastle area has made recent improvements which should be adequate to handle anticipated growth.

It is recommended that these plants be monitored closely to insure that their capacity can adequately handle both existing and proposed developments. No major expansion of the sewer district boundaries or creation of new districts will be required to serve the urban areas proposed on the land use plan.

WATER

Water to the plan area is supplied by the Placer County Water Agency (P.C.W.A.) and the Nevada Irrigation District (N.I.D.). Both agencies have indicated an ability to provide treated water for projected new growth.

The existing N.I.D. plant on Locksley Lane will need to be enlarged to its ultimate capacity to serve the projected growth. P.C.W.A. facilities will also need to be expanded to accommodate the projected demand. The district boundaries between these two agencies should be reviewed by LAFCO to insure logical service areas.

It is recommended that these plants be monitored closely to insure that their capacity can handle both existing and proposed developments as well as projected agricultural needs. It is also recommended that a program of converting raw ditch water to treated domestic water service be adopted wherever applicable as provided for in the State Health and Safety Code.

SCHOOLS

The school districts serving the educational needs of the Auburn Area General Plan include one high school and four elementary school districts. Proposed densities in the plan will

have a major effect on several of these districts. A discussion of each district is presented below:

1. Placer Joint Unified High School District

This is a large district which includes all lands within the plan area and is, therefore, in the position of serving all the expected growth.

The existing high school facility, located on Agard Street in Auburn, is currently experiencing problems of overcrowding. Some 1,750 students are being housed in a school plant designed for 1,600 maximum. The enrollment projections indicate no relief in sight and this has forced the School Board to investigate alternative solutions to the problem. One of those alternatives is to construct a new high school facility in the Auburn area.

2. Auburn Union School District

The Auburn Union District provides elementary school services for the major urban and suburban areas of Auburn and north Auburn. The District maintains three lower grade facilities (Rock Creek, Alta Vista, and Lincoln Way) and one junior high school (E.V. Cain).

A master facilities plan is currently being prepared to outline the future needs of the District.

Preliminary information reveals that the Rock Creek School is currently on double sessions and E.V. Cain is

nearly at its capacity this year. Four new school sites have been designated on the land use plan as a preliminary indication of what may be needed to accommodate the projected growth in the Auburn Union School District. Two of these sites are currently owned by the District, one located in the Skyridge area, and the other out on Lone Star Road. The other two proposed sites are in areas planned for urban development in the north Auburn area.

3. Placer Hills Elementary School District

The portion of the Placer Hills District within the Auburn Area General Plan includes the Christian Valley subdivision and the area immediately surrounding it.

A new K-6 school is proposed to serve this area. Presently, children are being bussed to the Placer Hills School in Meadow Vista which is currently experiencing overcrowding conditions. Until such time as the Christian Valley School is constructed, double sessions will be needed at the Placer Hills School

4. Ackerman Elementary School District

This district is primarily within the Bowman General Plan Area and potential impacts of undeveloped lands will be spoken to in detail in that plan update. The portion of the Ackerman District within this plan is located in the Channel Hill and Sylvan Vista area.

5. Newcastle Elementary School District

The Newcastle District is the only district in the plan area not experiencing overcrowding problems. Enrollment in the school has been declining in the past few years. Minimal growth is expected in the area and with the declining birth rate, it is not anticipated that a new school site will be needed in the area during the plan period.

UTILITIES

Pacific Gas and Electric Company and Pacific Telephone and Telegraph Company provide utilities to the Auburn area. Both companies have indicated that there are no foreseeable problems in providing service to the densities proposed in the general plan.

OTHER SERVICES

All other public services are provided by either the City of Auburn or County of Placer. These include solid waste disposal, library services, and other governmental services.

The existing solid waste disposal site located at the west end of the Auburn Airport will be at capacity in approximately ten years. Preliminary planning for a new site, probably at a regional location, should begin in the near future.

The City/County library complex at the County Administrative Center site on Fulweiler Avenue should, with some expansion capabilities, be adequate for the duration of the plan period. Other governmental services are provided by the City and County at their respective governmental centers. Placer

County recently adopted a 10-year capital improvements plan which calls for consolidation of County public service offices at the DeWitt Center on Bell Road, construction of a new jail at DeWitt, and remodeling of the existing courthouse. The DeWitt site should provide ample space for County government expansion. The City of Auburn government offices are housed in the City Hall on High Street. Space for expansion is extremely limited and the City should, therefore, prepare a capital improvements program to provide a plan for meeting future growth needs.

D. SAFETY

PURPOSE: The objective of this section is to introduce safety considerations into the planning process in order to reduce loss of life, injuries, damage, and social dislocation resulting from fire and flooding.

GOALS AND POLICIES

GOAL 1: PROTECT THE CITIZENS AND VISITORS OF THE AUBURN AREA FROM LOSS OF LIFE WHILE PROTECTING PROPERTY AND WATERSHED RESOURCES FROM UNWANTED FIRES THROUGH PREPLANNING, EDUCATION, FIRE DEFENSE IMPROVEMENTS, AND FIRE SUPPRESSION.

POLICIES

1. Insure that all proposed developments are reviewed for fire safety standards by local fire agencies responsible for its protection, including providing adequate water supplies and ingress and egress.
2. Maintain strict enforcement of the Uniform Building Code and the Uniform Fire Code.

3. Encourage continued use of education programs in schools, service clubs, industry, etc. by fire protection agencies to foster public awareness of local fire hazards.

4. Encourage and promote installation of smoke detectors in existing residences which were constructed prior to the requirement for their installation.

GOAL 2: PROTECT THE LIVES AND PROPERTY OF THE CITIZENS OF THE AUBURN AREA FROM UNACCEPTABLE RISK RESULTING FROM FLOOD HAZARDS.

POLICIES

1. Continue to work closely with the U. S. Army Corps of Engineers in defining existing and potential flood problem areas.

2. Maintain natural conditions within the 100-year flood plain of all streams.

3. Continue to implement zoning policies which minimize potential loss of property and threat to human life caused by flooding.

FIRE SAFETY

The California Department of Forestry Fire Hazard Severity Classification System was used to map the extreme, high and moderate fire hazard areas in the Auburn area. The basic criteria used to determine fire severity was slope, fire weather, and vegetation.

The only extreme fire hazard ratings are located in the steep sloping areas along the Bear River and American River

Canyon. High hazard areas exist in the City of Auburn and in the rural areas of Shirland Tract and north of Auburn approximately between Dry Creek Road and the Bear River. A moderate rating occurs in the urban area north of Auburn. (See map included in the Environmental Impact Report.)

FIRE PROTECTION

Fire protection in the plan area is provided by the City of Auburn, the California Department of Forestry, and the Rock Creek and Newcastle Fire Districts. These agencies are all volunteer departments, with the exception of the California Department of Forestry (C.D.F.) which employs full-time personnel who respond to all fires in the plan area by a mutual aid agreement with the volunteer districts.

The City of Auburn has total responsibility for both structural and wildland fires within its boundary. Structural and wildland fire protection outside the city limits are provided by the individual fire districts or by the California Department of Forestry through contract with Placer County.

Based on the proposed land use and density designated in the Auburn Area General Plan, sites have been proposed for the location of fire stations and existing facilities are noted within the limits of the general plan area.

The station sites are situated with the ultimate development pattern of the area in mind. The station sites are located such that a response in a particular direction will not be hindered by topographical obstructions or man-made obstacles.

Each site has good access to major County or City roads, thereby decreasing response time.

The size of the sites, while not specifically noted, should be of sufficient size to allow the station to be set back from the roadway for safety and to provide for parking facilities and space for holding company drills. It is a recommendation of this plan that:

1. Any residential development outside of a fire protection district containing 10 or more units should be evaluated for annexation into an existing fire protection district.

2. All properties surrounded by a district, yet not included in the district, should be annexed to that district.

FLOOD CONTROL

Information on flooding prepared by the Department of Housing and Urban Development indicates three flood hazard areas within the plan boundary. One is located along Orr Creek on both sides of Highway 49. A second area is along Auburn Ravine near the Ophir area. The third area is along the American River as it approaches Folsom Lake.

The approach currently being used by Federal, State and local agencies for flood planning involves the application of control over the use of flood prone areas through planned development and management. The prevention of local flood damage is an essential part of community planning. It means giving consideration to zoning and subdivision regulations, land acquisition for parks and open spaces, special planning of streets and utilities

and appropriate construction standards for buildings in flood hazard areas. This approach requires a cooperation effort on the part of Federal, State and local government agencies, but the responsibility for solving the problems remain in local hands.

TRANSPORTATION AND CIRCULATION ELEMENT

III. TRANSPORTATION/CIRCULATION ELEMENT

The Transportation/Circulation Element includes the State-mandated general plan elements for Circulation, Scenic Highways, and Noise. The Circulation Element discusses modes of transportation in addition to highways and roads, including railroads, air travel, and public transit.

A. CIRCULATION

PURPOSE:

The ability of the transportation system to accommodate increasing traffic demands within the plan area is the central issue of the Circulation Element. It is apparent that highway usage will continue to rise due to growth in the area as well as increasing through traffic from outside Placer County. The transportation system has a degree of flexibility in the collector street system and transit system to serve a growing community. The major highways are in need of future improvements to increase carrying capacity.

An analysis of the land use patterns and transportation network reveals that the most serious highway capacity problem will be on Highway 49. The construction of a bypass route and the modification of the existing Highway 49 route to handle increased traffic should be pursued at all levels to assure adequate facilities when they are needed. A detailed staff analysis and recommendation can be found in the Appendix. Further information will also be included in the environmental impact report and technical supplement.

It will be important to utilize the major highways to the fullest extent possible. A variety of projects and programs

should be explored for their effect upon increasing highway capacity and efficiency.

PURPOSE: The purpose of the Circulation Element is to evaluate the compatibility of the transportation system with the projected land use. The Circulation Element makes possible long range planning for efficient and economical growth.

GOALS AND POLICIES

GOAL 1: TO PROVIDE FOR A TRANSPORTATION SYSTEM THAT SUPPORTS THE SOCIAL, ECONOMIC AND ENVIRONMENTAL WELL BEING OF THE PEOPLE IN THE GENERAL PLAN AREA.

POLICIES

1. Alternate transportation forms should serve diverse agricultural, commercial, industrial, and residential needs and areas.

2. Existing roads should be maintained at a level which insures that the network is safe, economical, and efficient.

GOAL 2: TO INCREASE THE HIGHWAY CAPACITY AND SAFETY WITH THE AVAILABLE FUNDS TO MATCH DEMAND AND SAFETY LEVELS.

POLICIES

1. Develop a timetable for matching projected growth with needed highway improvements.

2. Support a joint effort of Placer County and the City of Auburn to work toward making the proposed Highway 49 Bypass a reality.

3.* The County and City will take measures now to identify the route over private property and provide for dedication of rights of ways as projects are proposed to the agencies for approval; that plan line ordinances and maps will be incorporated into County and City codes; that the City and County will pursue State aid as to route adoption and funding rights of ways and construction.

4.* In the event that the above concept is not implemented, the community should be aware that future growth controls or building moratoriums may be necessary until adequate mitigation of the impact is provided.

SYSTEM INVENTORIES

The general plan area is bisected by Interstate 80 and Highway 49, as well as two mainline tracks of the Southern Pacific Railroad. Auburn is midway between Grass Valley and Placerville on Highway 49 and it is midway between Reno and San Francisco on Interstate 80.

HIGHWAYS AND ROADS

Interstate 80 through Auburn is a four-lane freeway which is scheduled to be improved to six lanes with improved off-ramps in the mid-1980's. Highway 49 is four-lane to Luther Road and is currently being widened to four lanes north to Dry Creek Road. Highway 49 will be re-routed across the Auburn Dam when it is constructed. Bell Road connects Interstate 80 and

* These policies were adopted by the City of Auburn only.

Highway 49 in the north area and an improved roadway system is proposed to the west using Bell Road and other existing roadways to connect with Highway 65 north of Lincoln. These routes will be the major highways for the area and will be needed to handle a majority of the through traffic and significant local traffic.

A variety of collector and rural roads connect the residential, commercial, and industrial areas with the major arterials.

PUBLIC TRANSIT

The general plan area is served by two bus systems. The City of Auburn operates a van on a fixed route system within the city limits. The County provides bus service on a modified demand response system along four scheduled routes. These routes run between Auburn and Baxter, Auburn and Foresthill, north Auburn along Highway 49, and Auburn and Roseville and Folsom Lake.

COMMERCIAL BUS SERVICE

The general plan area is currently served by a commercial bus system. The system operates along Interstate 80 and Highway 49 serving nearby cities, as well as Sacramento and Reno. There are two stops in the general plan area, at Newcastle and Auburn.

AIR TRAVEL

The City of Auburn Municipal Airport, located on New Airport Road north of Bell Road, operates primarily as a general aviation facility with a 3,100-foot runway. The land use plan proposes industrial, open space, and rural estate as compatible uses for the lands adjacent to the airport.

Consideration of expansion capabilities at this facility will depend on the results of an Airport Master Plan which is currently being prepared for the City.

RAILROADS

Rail service in the general plan area is provided by the Southern Pacific Railroad. The railroad connects Sacramento and Reno and provides freight service for the area. There are no passenger stops in the general plan area.

ASSUMPTIONS AND FORECASTS

In order to plan for a transportation system, certain assumptions and forecasts must be made concerning the future state of events. The basic assumptions used to make traffic projections are as follows:

1. There will be no new revolutionary transportation technology before the year 2000.
2. Fuel for automobiles will remain available.

An analysis of the land use patterns was performed to determine the highway network which will ultimately be needed to serve the area. The analysis was based upon eight trips per dwelling unit per day. The traffic was assumed to take local collector routes and tie into the major highway systems. Various destination points were identified and the traffic circulation volumes were calculated. The areas where the projected road usage exceeds capacity can thus be identified and planned for in the future.

PLAN REQUIREMENTS

The City of Auburn has recently studied its circulation needs and has adopted a Plan Line Map. This study shows the future road alignments which will be necessary to serve the community's transportation needs.

The transportation system which will be necessary to serve the areas around the City was studied as a part of the General Plan update. The major highway requirements to serve the general plan area are outlined below:

Interstate 80

The section of freeway through Auburn is scheduled to be improved in the mid-1980's. Planned improvements include widening to six lanes, realignment to improve curves, and the upgrading of on and off-ramps. An undercrossing of Interstate 80 at Walsh Street should be a part of the freeway improvement project in order to facilitate cross-town traffic flow.

Highway 49

The current alignment of Highway 49 is planned to be re-routed over the Auburn Dam and along Maidu Drive when the Auburn Dam is constructed. The dam will draw significant recreational traffic to the area. There is a project currently underway by the State to widen Highway 49 to four lanes from Luther Road to Dry Creek Road.

The projected traffic for Highway 49 north of Interstate 80 is well above the projected capacity of the existing highway system. An additional north/south highway will, therefore, be needed. Several alternate routes were studied to handle these projections for Highway 49. It was decided the new alternate route should connect with Highway 49 north of Dry Creek Road, connect to Maidu Drive close to the dam and should be west of the present Highway 49. The by-pass is shown on the general plan map, however, the precise location has not been determined. The by-pass route is envisioned to be a limited access expressway with no fronting commercial zoning.

Highway 49 with four lanes will reach capacity in the future. It is therefore, important to utilize the present Highway 49 to the fullest extent possible. The following construction projects should be planned for to achieve the maximum capacity of the present route:

1. Widen to six lanes - from I-80 to Dry Creek Road.
2. Widen to four lanes - from Dry Creek Road to County line.
3. Provide right lane de-acceleration lanes.
4. Interconnect traffic signals and use a computer to minimize delay.
5. Widen side streets to provide a minimum of signal time for cross traffic.
6. Addition of bike lanes.

A number of programs can be promoted to make better use of the highway. The community could implement the following measures to reduce congestion:

1. Car pooling
2. Commuter bus service
3. Staggered working hours
4. Bicycle commuting
5. Reduced trip numbers
6. Revised trip hours

Bell Road

Bell Road west of Highway 49 will require four lanes for a distance of approximately one mile. Four lanes may also be required from Highway 49 to Interstate 80 depending upon the congestion of Highway 49. An improved roadway system is proposed to the west using Bell Road and other exiting roadways to connect with State Highway 65.

Nevada Street

Nevada Street provides a connection between Highway 49 and Interstate 80. The route could be developed to relieve traffic congestion on Highway 49. This route, however, is only a partial solution to the congestion problem since it connects with Highway 49 south of Luther Road. The most severe problems will occur on Highway 49 between Luther and Bell Roads.

Auburn Ravine Road/Dairy Road

Auburn Ravine and Dairy Roads provide a north/south collector system east of Highway 49. Safety improvements will be necessary as traffic usage increases. Widening may eventually be necessary depending upon congestion levels on Highway 49. A connecting street between Dairy Road and Shockley Road should be constructed to aid the circulation for the area.

High Street Extension

This extension will provide an important link between the downtown area and Auburn Ravine Road and should eventually be extended north to connect with Luther Road. This route provides a freeway crossing and will help reduce the heavy traffic volumes on Elm Street.

Borland Extension

This route is planned to follow the Southern Pacific Railroad and connect Lincoln Way with Pacific Avenue. This route will allow through traffic to bypass the downtown area, thus relieving congestion.

Luther Road

Luther Road is planned to serve as a collector street for a section of the North Auburn area. The roadway should be planned to be widened to provide left-turn lanes (eventually a continuous two-way left turn lane) and adequate shoulders for bike, pedestrian and equestrian uses. This road is not a good

route for through traffic due to problems with hills, sight distance, and existing structures close to the road.

Dry Creek Road

Dry Creek Road is planned to serve as a collector street for a section of the North Auburn area. A two-lane facility should be sufficient to accommodate the anticipated traffic.

Christian Valley Connector

The need for a road to connect Highway 49 with the Christian Valley area is anticipated. Presently, only one road serves as access to the Christian Valley area.

SAFETY IMPROVEMENTS

Safety improvements will be required on roads in the circulation network as traffic volumes increase. These improvements will include shoulder widening, addition of left turn lanes, removal of short radius curves, guard rails, etc.

Traffic signals will be of importance as traffic on major highways continues to increase. It is expected that additional traffic signals will be necessary on the following roads:

1. Highway 49 - as traffic volumes increase, many signals will be necessary.
2. Elm Street - with the construction of a major shopping center, there will be an increased need for signals.

PUBLIC TRANSIT

The public transit system should be enlarged to provide commuter service along the major routes. As traffic congestion increases, the commuter service will provide a needed service to the community.

The commercial bus systems have a good potential to provide a longer range transportation service to the community. Improvement of terminal buildings and scheduling could attract patronage thus reducing the impacts upon the highway system. All types of bus service, including school buses, should be promoted and supported as a more efficient and economical means of transporting people.

A railroad passenger stop in Auburn is recommended to broaden the multi-model transportation system.

NON-AUTO CIRCULATION PLAN

The City of Auburn has adopted a non-auto circulation plan which is currently in effect within the city limits. This plan, plus the continuation of the routes into the County will constitute a pedestrian, equestrian, and bicycle circulation system for the plan area.

The purpose of this circulation system is to provide an alternate means of transportation to the automobile. It will also provide a recreational trail system for the community.

Both on-street and separate trail facilities are provided under this plan. The actual design and specific use of the individual routes would require additional study at the time of route implementation. Any public or private project along these routes should provide for this circulation system.

The County system would be a continuation of the city's adopted routes, as follows:

Highway 49

This route would basically follow Highway 49 using portions of Nevada Street and Frontage Roads where possible. This route would connect the downtown area with Nevada County.

Interstate 80

This route would follow the frontage roads along Interstate 80 to the north.

Bell Road

This route would connect Highway 49 and Interstate 80 and would eventually be extended to the west with the proposed road improvements.

Auburn-Folsom Road

This route would be extended to the south from the city's plan.

Ophir/Taylor Roads

This route basically follows Interstate 80 to the south to connect with the Newcastle townsite.

Dairy Road

This route would be continued north along Oak Ridge Way and extended to connect with Bell Road.

Mt. Vernon

This route would be a scenic loop; Mt. Vernon Road to Millertown Road to Wise Road and connecting with Ophir Rd.

The Western States Trail would be extended into the County as shown on the City's map.

B. SCENIC HIGHWAYS

PURPOSE: The Scenic Highways Element provides a means of identifying scenic routes within the plan area and the measures needed to preserve and enhance the scenic qualities along these corridors.

GOALS AND POLICIES

GOAL: TO PRESERVE, ENHANCE, AND PROTECT THE SCENIC RESOURCES VISIBLE FROM SCENIC ROUTES IN THE AUBURN AREA.

POLICIES

1. To encourage and utilize existing City and County programs for protection and enhancement of scenic corridors including but not limited to design review, sign control, undergrounding utilities, scenic setbacks, density limitations, planned unit developments, grading and tree removal standards, open space easements, and land conservation contracts.
2. To require the use of aesthetic design considerations for road construction, reconstruction, or maintenance for all scenic highways.

3. To encourage anti-litter, beautification and cleanup programs along scenic routes.

DESCRIPTION OF SCENIC ROUTES

The routes described herein have been previously selected as scenic highways in the adopted Placer County and City of Auburn Scenic Highways Elements. They are included in this plan as further support for the protection of the scenic resources which exist in the Auburn area.

Highway 49

This route includes all of Highway 49 located in Placer County. The current alignment begins at the Placer/El Dorado County line at the American River and proceeds up the American River Canyon through the City of Auburn and north to the Placer/Nevada County line at the Bear River. The construction of the Auburn Dam will result in a relocation of a portion of Highway 49. A bypass of Highway 49 is proposed west of the existing route through a very scenic area. This route should be protected from strip commercial or other development which could destroy the scenic qualities along this corridor.

This route is an important link in the "Golden Chain" which winds through the scenic and historic Motherlode country. It is included in the California State Scenic Highway Master Plan. Request has been made to establish this as an official California State Scenic Highway.

Interstate 80

The portion of Interstate 80 within the plan area begins just east of the Dry Creek Road interchange and continues through

the City of Auburn to just west of the town of Newcastle. Interstate 80 has been included as a scenic highway on the Placer County Scenic Highway Element and the Auburn area should recognize and protect the scenic qualities of this interstate route.

Bell Road

Only that portion of Bell Road from Interstate 80 to Highway 49 and west to the proposed Bell Road extension is being recommended as a scenic highway. This includes the newly constructed portion of Bell Road and it provides a very open and scenic drive for the residents of the Auburn area and others who use it as a connector between the two highways.

This route is one of the more scenic roads in the Auburn area and should be protected from strip commercial or other urban development which could destroy the scenic quality along this corridor.

Auburn Ravine Road

This route begins at Highway 49 near Elm Street and follows Auburn Ravine to Interstate 80. The riparian areas along the ravine are quite attractive and should be preserved.

Auburn Foresthill Road

Only a small portion of this route is within the Auburn General Plan area. It is included as a scenic route as it leads to some very scenic areas along the Foresthill Divide and it is included as a scenic highway on the Placer County Scenic Highway Element.

Borland-Pacific Connector

Borland Avenue proceeds South from Lincoln Way at Highway 49 and dead ends at Lubeck. The Borland connector is intended to proceed South from Lubeck and connect to Pacific Avenue. The total route then would be Borland Avenue from Highway 49 to Pacific Avenue and Pacific Avenue to Maidu Drive. This portion has limited value, however, a part of the route passes the Auburn Dam overlook.

Maidu Drive

This route is proposed as the future Highway 49 over the Auburn Dam and presently begins at Maple Street. The total route would be included from Maple Street to Auburn-Folsom and then East towards the future dam. It has a number of scenic vistas.

Sacramento Street

This route begins in "Old Auburn" at Lincoln Way and would terminate at Maidu Drive. This route is included because of the Historic district.

Auburn Folsom Road

Auburn Folsom Road starts at its intersection with Maidu Drive and travels south into the Loomis Basin. The scenery includes rural pastoral scenes and a panoramic view of Folsom Lake at the northern end of the route.

Indian Hill Road

This route begins at its intersection with Interstate 80 near Newcastle and extends easterly to Auburn Folsom Road. The scenic resources include foreground views of small

ranches and background views of Folsom Lake and the Sacramento Valley. Indian Hill Road will become a major recreation access road when the Auburn Dam project is complete.

These routes provide a network of scenic roads within the Auburn General Plan for residents of the area as well as for those visiting or traveling through the community. The scenic resources along these routes are one of the real assets of this area and should be protected and enhanced through the many programs available to the County and City.

C. NOISE

PURPOSE: The purpose of this section is to determine critical noise areas and provide a means to achieve noise-compatible land uses in the vicinity of existing or planned noise producing sources.

GOALS AND POLICIES

GOAL: TO PROTECT THE HEALTH, SAFETY AND WELFARE OF THE AUBURN AREA RESIDENTS BY PROVIDING A LIVABLE ENVIRONMENT FREE FROM EXCESSIVE NOISE.

POLICIES

1. Continue program of monitoring noise sources to assure conformance with noise standards adopted in the Placer County and City of Auburn Noise Elements.
2. Avoid the interface of noise-producing and noise-sensitive land uses.
3. Require implementation of noise abatement techniques of new projects where warranted.
4. Locate noise-sensitive land uses within areas of acceptable community noise equivalent levels.

NOISE GENERATION

Due to the reliance of modern society on mechanical devices and expanded transportation facilities, the trend has been for increased noise generation to spread from the factory and city core areas to the suburban and rural areas.

The primary source of noise in the Auburn area is a result of transportation and industrial uses. The major contributors are Interstate 80 and Highway 49, major county roads, railways, and the Auburn airport.

Noise generated by traffic on Interstate 80 and Highway 49 has been estimated by the California Department of Transportation. Noise contours were prepared showing existing and projected 1995 levels[1]. The contours are based on traffic volumes and speed. Distances are measured from the center of the nearest traffic lane.

Generally, noise contours indicated that commercial and residential construction within close proximity to Highway 49 and Interstate 80 should be carefully reviewed for noise constraints, however, should not seriously hamper future development. This is primarily due to the fact the densely-populated areas around Highway 49 and Interstate 80 are recommended for commercial zoning which would allow uses with a higher noise threshold and keep residential construction setback from the highway. Also, rural areas are designated for large parcel sizes which will minimize potential densities. However, in any area where future development is questionable based on noise constraints, a detailed analysis

(1) see the E.I.R. for Noise Contour maps.

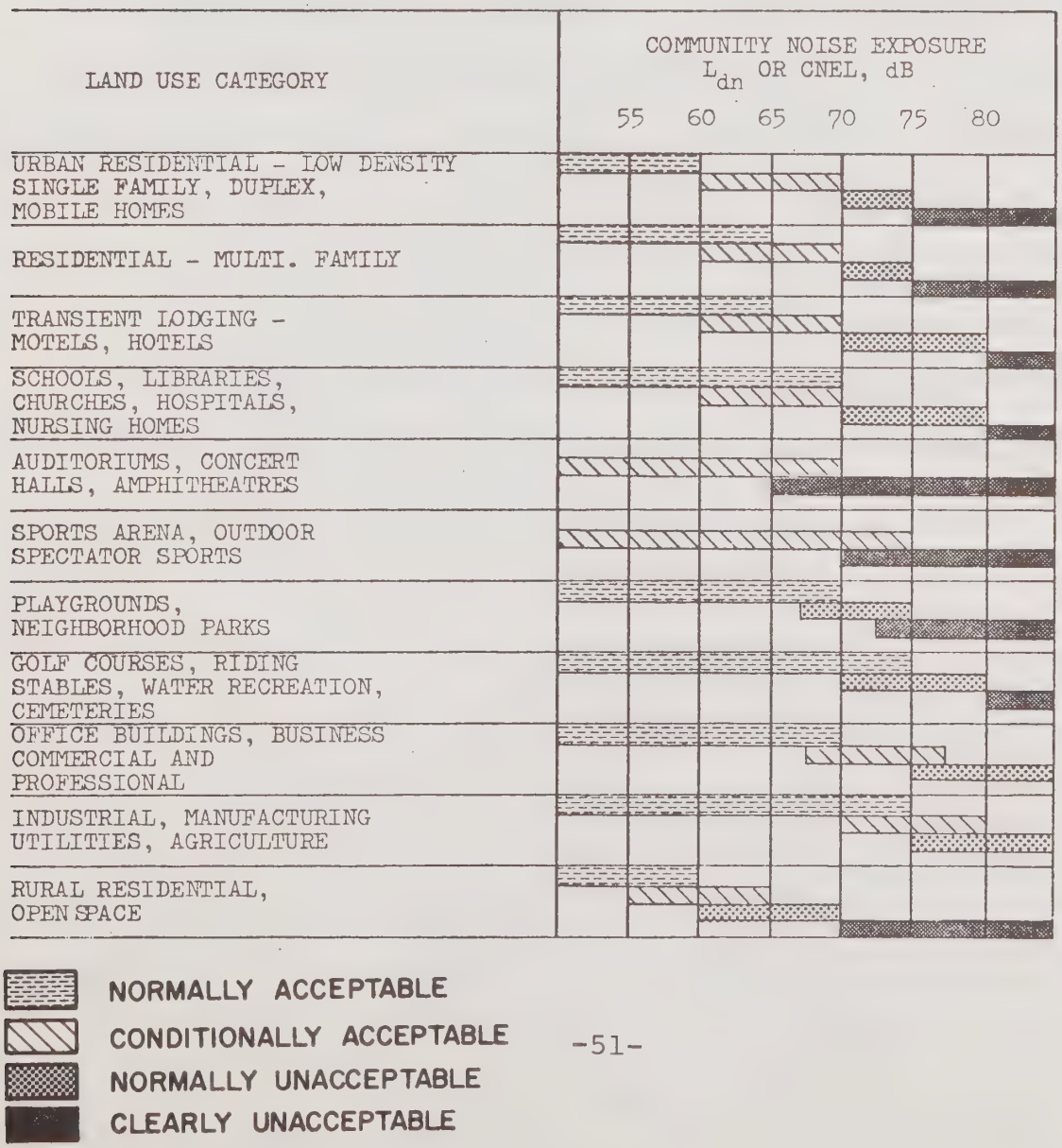
should be prepared to evaluate the possibility of applying noise insulation features that could remedy the problem.

Studies will also be necessary for future development near the railroad tracks and Auburn Airport in order to insure compatibility of future land uses.

Table 7 below explains acceptable noise exposure levels based on the standards adopted in the Placer County Noise Element in 1977.

TABLE 7

ACCEPTABLE NOISE EXPOSURE



For each of the land uses listed above, attempts should be made to maintain exterior noise at or below the prescribed levels. These levels are incorporated as guidelines to be used in land use decision-making.

Generally, land uses that fall in the "normally acceptable" category are satisfactory and construction can occur without any special noise insulation. Development in "conditionally satisfactory" areas should be studied for needed noise insulation features that may be included in the design of the project.

New construction of land uses in areas designated "normally unacceptable" should generally be discouraged. If development does proceed a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Development should generally not be undertaken in "clearly unacceptable" areas.

Listed on the following page are some examples of sound levels and human responses. The table is presented to put in perspective the overall effects of various dB(A) levels.

TABLE 8

WEIGHTED SOUND LEVELS AND HUMAN RESPONSE

Sound Source	dB(A)*	Response Criteria
	150	
Carrier Deck Jet Operation	140	
		Painfully Loud
	130	Limit Amplified Speech
Jet Takeoff (200 ft.)	120	
Auto Horn (3 ft.)	110	Maximum Vocal Effort
	100	
	90	Very Annoying Hearing Damage (8 hours)
Heavy Truck (50 ft.)		
	80	Annoying
Freeway Traffic (50 ft.)	70	Telephone Use Difficult
		Intrusive
Air Conditioning Unit (20 ft.)	60	
Light Auto Traffic (50 ft.)		
	50	Quiet
Living Room		
	40	
Soft Whisper (15 ft.)	30	Very Quiet
	20	
	10	Just Audible
	0	Threshold of Hearing

ENVIRONMENTAL RESOURCES MANAGEMENT ELEMENT

IV. ENVIRONMENTAL RESOURCES MANAGEMENT ELEMENT

The Environmental Resources Management Element contains the State-mandated general plan elements for Conservation, Open Space, and Seismic Safety. It also contains goals and policies relating to recreation and parks and historic and archaeological sites.

A. NATURAL RESOURCE CONSERVATION

PURPOSE: The purpose of this section is to identify existing natural resources of the area and develop goals and policies to allow for their preservation and enhancement.

GOALS AND POLICIES

GOAL 1: TO ENSURE A BALANCED ENVIRONMENT WHERE PHYSICAL DEVELOPMENT CAN OCCUR WITH MINIMAL ADVERSE EFFECT TO THE NATURAL RESOURCES OF THE AREA.

POLICIES

1. Encourage development activities in areas of least environmental-sensitivity.
2. Encourage the use of ecologically innovative techniques in any future development.
3. Require an environmental impact report to be prepared on any project which may significantly affect the environment.
4. Promote energy conservation in any future land use decisions.
5. Encourage the preservation of productive agricultural lands.

GOAL 2: PROTECT THE HIGH QUALITY OF AIR AND WATER RESOURCES CONSISTENT WITH ADOPTED FEDERAL, STATE AND LOCAL STANDARDS.

POLICIES

1. Continue to monitor and control existing land uses that could deteriorate air and water quality.
2. Review proposed developments for their potential adverse affect on air and water quality.
3. Pursue adoption of a Grading Ordinance in the Auburn area which would include protection against sedimentation and soil erosion.
4. Encourage application of measures to mitigate erosion and water pollution from earth disturbing activities such as land and road construction.

GOAL 3: PRESERVE ALL OUTSTANDING AREAS OF NATURAL VEGETATION OR FISH AND WILDLIFE HABITAT.

POLICIES

1. Identify all important fish and wildlife areas within the plan area.
2. Retain all stream influence areas in their natural condition, including flood plains and riparian vegetation.
3. Provide for the protection of all rare or endangered species.

SOILS

The Soil Conservation Service completed a detailed soils mapping of the Auburn area in 1976. A copy of this soils map and interpretive information are presented in the Environmental Impact Report fot this general plan update.

The majority of soil in the Auburn area is derived from metabasic rock with other predominant types including granitic rock, syenite, and andesitic conglomerate. These soils lie on undulating to rolling foothills for the most part, however, there are some hillside areas especially along the Bear River, in the American River Canyon, and along Indian Hill Road where slopes exceed 30%. Because of this rolling to hilly topography, most of the areas are well drained on the surface.

Erosion hazards in the area range from none to high, with the majority having either moderate or high ratings. Accelerated erosion can occur on all types and slopes of soils due to improper and poorly timed construction activities creating unprotected cuts, fills, other exposed surfaces, and inadequately designed (protected) drainage systems. These result in soil erosion, sedimentation, loss of road base and other problems. Development on lands with extreme slopes should be kept to a minimum due to the danger of erosion and siltation resulting from large cuts and fill banks. Proper grading and erosion control practices should be incorporated into every project that requires earth disturbance, including home and road construction activities.

Most soil depths in the plan area are shallow averaging from 12 to 40 inches. Deeper soils (40 to 60 inches) appear in the Bear River and Newcastle areas.

According to the U. S. Department of Agriculture Land Capability Classification, the majority of land in the plan area is categorized "not suitable for cultivation" (Class V-VIII). Classes I-IV are considered "suitable".

There are no Class I or II soils in the plan area. These would be soils with few or no limitations or hazards. They would be capable of producing high quality agricultural products such as row crops, orchards, vineyards and pasture. Scattered areas of Class III and IV soils are present which have more limitations and hazards than Class I and II and require more difficult or complex conservation practices. The predominant area where these soils are found is in the Indian Hill and Shirland Tract area. These soils are, however, suited for agricultural cultivation.

A larger portion of Auburn soils are in Classes V and VI which are categorized as largely unsuitable for cultivation. There are exceptions, however, if localized problems can be solved, tree crops can be grown economically. Class VII and VIII soils have limitation that either make them unsuitable or prevent them from being cultivated. The predominant area is along the American River Canyon.

VEGETATION

The vegetation of the Auburn General Plan area varies from viable orchards and cropland to wet areas with low vegetation cover.

Twelve vegetation categories have been mapped from infra-red color photographs taken of the entire plan area (see the E.I.R. for map). A description of these categories is presented below:

1. Wet areas with tree cover - This would include areas with a seasonal or perennially high water table at or near the surface. Vegetation includes cottonwoods, large willows and alders, with oaks and pines along drier fringes or intermittent streams. Most areas have seasonal flooding.

2. Wet areas with vegetative cover - Included in this category would be areas with a seasonally or perennially high water table at or near the surface. Vegetation includes sedges, rushes, cattails, and blackberries or small willows. The area could also be a seasonally wet area with a cover of grass, irrigated pasture or orchards. Most areas have seasonal flooding.

3. Barren - This refers to areas mostly void of vegetation.

4. Grassland - Grasslands include open areas mostly covered with annual grasses and forbs. Few scattered trees and shrubs in some areas. This would also include some dry pasture or cropland.

5. Grassland/Abandoned Orchard - This category contains formerly producing orchards that are now mostly grassland with a few living trees in some areas.

6. Irrigated Pasture - Included would be mostly irrigated pasture with some cropland and vineyards.

7. Orchards - This includes orchards that are currently in production.

8. Oak/Grass - This refers to open stands of oaks with grass openings. Mostly blue oak and interior live oak with few digger pine and valley oak.

9. Oak/Pine - This category contains dense to near dense stands of mixed oaks and pine. There are mostly black oak, ponderosa pine, and interior live oak, with some canyon oak, digger pine or Douglas fir.

10. Oak Woodland - This refers to dense to near dense stands of mixed oaks, mostly black oak, interior live oak, canyon oak or blue oak. There are few ponderosa pine or digger pine.

11. Manzanita/Pine - This includes near dense to dense stands of Manzanita with scattered ponderosa pine. This would also include some black oak and live oak.

12. Mixed Shrub Pine - This would include open stands of mixed shrubs and scattered digger pine. Shrubs include clanothus species, manzanita, and shrub oak. These shrubs are mostly located on serpentine areas.

The vegetation information has been helping in identifying areas apparently suitable for cultivation as well as showing potential problem areas for individual sewage disposal systems due to wetness.

HYDROLOGY

Ground water in sufficient quantities to supply domestic household requirements occur only along open fractures within metamorphic and granitic rock units in the plan area. Terrace deposits are of insufficient occurrence to provide a significant ground water supply, although there may be a few water wells producing from these surficial deposits along Dry Creek.

The sedimentary rock unit is of insufficient extent to provide a ground water resource in this area. The permeability is very low because of the high cementation of particles. The volcanic rock unit is impermeable and contains no ground water. Surface water does penetrate to the underlying conglomerate along open vertical joints that occur within this domestic mudflow.

The predominant rock type in the general plan area is metamorphic. The depth at which ground water flows occur in metamorphic rock have varied significantly. Of 188 well reports, 25% were completed at less than 90 feet and 75% at less than 160 feet. However, the fact that significant flows were reported for a few wells (less than 10%), at depths greater than 160 feet, indicates that there is reason for drilling deeper when the occurrence of additional water has been predicted and the need is sufficiently high. The average production figure reported is 14.3 gallons per minute (G.P.M.). In general, it is recommended that a new drilling site be located for domestic water wells where adequate production has not been attained in 160 feet.

There is also a significant amount of granite rock in the plan area. The most common depth intervals at which ground water is encountered in the granitic rocks are 61 to 68 feet. The average well production for granitic rocks within the map area in 60 water well drillers reports is 9.3 G.P.M.

In general, ground water in the Auburn area is of moderate to high quality. The only problem areas encountered have been in the serpentine rock where ground water has been salty and

brackish. Individuals planning to use wells as a domestic water source should obtain competent assistance regarding well location and construction.

FISH AND WILDLIFE

The rural grasslands, orchards, oak-woodland, and numerous waterways within the Auburn Area General Plan boundary support diverse natural communities of animals, birds, fish and reptiles including numerous game species.

The State Department of Fish and Game has prepared a complete inventory of all known species and a map locating critical habitat areas which is included in the Environmental Impact Report of the general plan. A description of some of the major species are presented below.

1. Big Game - The deer within the general plan area are non-migratory Columbian Black-Tailed Deer. These deer live in the same area year-round and do not have wintering and summering areas. Deer have been observed throughout the plan area and in some locations are numerous.
2. Beaver - Beavers exist in many locations throughout the general plan area and can normally be found in lakes, ponds, and slow-moving streams. The beaver is entirely herbivorous subsisting on the bark and twigs of trees and shrubs. Their presence could cause problems to future residents of the area.

3. Wild Turkey - The Department of Fish and Game has planted wild turkeys in Placer County because of excellent habitat. The original plants were made in the Coon Creek drainage near Garden Bar Road. This was determined successful and a viable population has been established. The birds have spread along different water courses and are continuing to be observed in new areas. The primary habitat types suitable for turkeys include hardwoods (deciduous oaks, live oak, and madrone), and woodland-grass (hardwoods associated with herbaceous elements).

Wild turkey sightings have been reported in the north-western portion of the general plan area. This area has a huntable population of turkeys although the exact number of birds is not known. The Department has no plans for future plants in the general plan area.

4. California Quail - California Quail are common in the plan area. Preferred habitat for these game birds is woodland-brush areas interspersed with grassy areas. Quail numbers vary from area to area depending upon the amount, quality, and distrubition of food, water and cover. Excellent habitat occurs in the wild berry-covered areas throughout the plan area.

5. Band-Tailed Pigeon - Band-Tailed Pigeons are very common throughout the Auburn General Plan Area. Flocks numbering in the hundreds have been observed during the fall at various locations in the process of feeding and

resting during their migration to southern California and Mexico. Large flocks spend the winter on ridges along the American and Bear River drainages.

The presence of pine-oak woodlands and other mast producing trees, determine the abundance of Band-Tailed Pigeons. Nearby chaparral stands are also important, providing seeds and berries for consumption by the pigeons.

6. Mourning Dove - Mourning Doves are common upland game species in the plan area. Numbers are generally high until cold weather occurs in the fall when most migrate south.

Doves live principally on weed seeds and grain that has fallen to the ground. These birds have proven over the years to be an adaptable species.

7. Waterfowl - Small numbers of waterfowl are found on lakes, streams, ponds and rivers in the Auburn General Plan Area.

8. Raptors - Numerous raptors are found in the plan area. The Golden Eagle and the Bald Eagle use both the American River and Bear River canyons for wintering areas, and probably nesting sites exist in both drainages.

9. Coldwater gamefish - Rainbow and Brown Trout can be found in most lakes, streams, and rivers in the plan area. A spawning ground for Brown Trout exists in the Bear River, downstream from Rollins Reservoir. Also, Mountain Whitefish

are located in both the American and Bear River systems.

10. Warmwater fish - Bluegill, Smallmouth-Largemouth Bass, Green Sunfish, and Catfish can be found in the canal and river systems in the Auburn area.

11. Nongame fish - Numerous non-game fish occur in all waters in the Auburn General Plan area.

The protection of the wildlife habitat areas designated within the plan area is of prime concern. Therefore, the protection and preservation of natural streams, tributaries and creeks, as well as lands within the stream environment zone must be upheld. Also, conversion of open woodland areas to small parcels destroys the woodland-chaparral habitat which is important to deer and small upland game species. Parcels from 2.5 to 5 acres or larger should be sought in open woodland areas. Development or lands with extreme slopes should be kept to a minimum due to the danger of erosion and siltation resulting from large cuts and fill banks. Proper grading and erosion control practices should be incorporated into every project that requires earth disturbance. Direct discharge of treated or untreated sewage effluent to streams should be avoided because periodic malfunction may cause damage to fish populations. The public should be made aware of sections of the Fish and Game Code which apply to diversion or obstruction of stream, channels and pollution of waterways with detrimental material.

AIR QUALITY

General

The Auburn area lies within the boundaries of the Placer County Air Pollution Control District, a member of the Mountain Counties Air Basin. The study area, which varies in elevation from 680 feet to over 2,100 feet is subject to a wide range of factors governing the generation and concentration of air contaminants.

The study area is subject to heavy influence from air contaminants originating in the Sacramento Metropolitan area and from agricultural burning activities in the valley. Other significant sources of air contaminants include Interstate 80, Highway 49, and industry located in the Auburn area.

Meteorology and Air Pollution Potential

Meteorological conditions can produce high concentrations of air contaminants throughout the year. Transport of air contaminants into the study region is created by summer southerly and winter northerly wind patterns.

Concentration of air contaminants occurs most frequently when the atmosphere is stable and the winds light for long periods of time. In addition, it must be noted that many small localized patterns are in effect due to the terrain and diurnal changes in temperature.

Regulations and Agencies Affecting Air Quality

A. Federal - The Environmental Protection Agency (E.P.A.), acting under the Clean Air Act of 1970 (as amended in 1974 and 1977), established regulations and programs for achievement and maintenance of the National Ambient Air Quality Standards (N.A.A.Q.S.). Primary standards represent the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Secondary standards state the levels of air quality necessary to protect public welfare from any known or anticipated adverse effects of a pollutant.

B. State - Section 4000 of the California Health and Safety Code states that local and regional authorities have the primary responsibility for control of air pollution from all sources other than emissions from motor vehicles which are controlled by the State Air Resources Board (A.R.B.).

As mandated by California Health and Safety Code, Section 39602, and required by Section 110 of the Clean Air Act, the A.R.B. is responsible for the preparation of the State Implementation Plan (S.I.P.). The S.I.P. provides for implementation, maintenance, and enforcement of primary and secondary air quality standards in each air quality control region within the state. The plan includes emission regulations, schedules, and timetables for compliance with such regulations.

C. Regional - Placer County is a member of the Mountain Counties Air Basin (M.C.A.B.). A coordinated agreement has been established between the member counties whereby the air pollution control program is coordinated and implemented. Implementation

of necessary measures to protect air quality within the basin are adopted by the member counties in a basin-wide implementation plan.

Placer County is a participant with Yolo, Solano, and Sacramento Counties, in the Sacramento Metropolitan Air Quality Maintenance Area (A.Q.M.A.) program. The A.Q.M.A. covers those portions of the participating counties which either exceed or may have the potential to exceed the ambient air quality standard for oxidant within the ten-year period of 1975 to 1985. A comprehensive plan is being formulated at the local level and will integrate direct source controls, land use planning, and transportation strategies to assure the achievement and/or maintenance of the National Air Quality Standards. At present, the counties are involved in preparing an emissions data base and an Air Quality Maintenance Plan (A.Q.M.P.) by which future land use planning strategies will be established. These strategies may include restrictions on commercial, residential, industrial, and transportation development in an attempt to limit future growth in emissions.

D. County - The Placer County Air Pollution Control District (A.P.C.D.) is governed by the County Board of Supervisors which act as the Air Pollution Control District Board. The Air Pollution Control District is charged with maintain air quality levels and is the agency most directly involved with controlling air pollution from stationary sources (e.g., industrial facilities, agricultural burning, etc.). The District is also responsible for the adoption and enforcement of the Air Pollution Control

Rules and Regulations. Additional duties include the monitoring of ambient air quality levels for oxidant and particulate matter, the review of existing and proposed industry for permits to operate, and the enforcement and issuance of permits for agricultural burning.

Description of Air Contaminants

In general, an air contaminant or pollutant may be described as any discharge, release, or other propagation into the atmosphere directly, and includes, but is not limited to, smoke, dust, charred paper, soot, grime, carbon, noxious acids, fumes, gasses, odors, particulate matter, or any combination thereof. It may be further defined as any of the above-mentioned contaminants present in the atmosphere in quantities such that:

1. some adverse affect on human health or welfare is observed;

2. some deleterious effect on animal or plant life is observed;

3. damages to materials or economic value occurs.

Air Quality Data

Air quality data is derived from the efforts of two agencies which have conducted air sampling within the study area: the State Department of Transportation (Caltrans) and the Placer County Air Pollution Control District (A.P.C.D.). The A.P.C.D. measures ozone and particulate matter on a continual basis while Caltrans had conducted short-term monitoring studies for a variety of gaseous air contaminants.

Total suspended particulate matter (T.S.P.) is presently measured by a high volume T.S.P. sampler located at the DeWitt

Center (Highway 49 and Bell Road) in the Auburn area. Data has been analyzed in the study area since 1974 and no violations of the 24-hour standard of 100 micrograms m^3 or the annual geometric mean standard of 60 micrograms m^3 have been recorded.

Ozone, carbon monoxide, total hydrocarbons, methane, oxides or nitrogen, nitrogen dioxide, and nitric oxide were monitored by Caltrans during the summer of 1977 at the Auburn District Fairgrounds located approximately 1500 feet from the convergence of Interstate 80 and Highway 49. Ozone, a secondary pollutant, created by the photochemical reaction of reactive hydrocarbon and NO_2, forms the most significant portion of measured oxidants, a pollutant for which Federal and State standards exist. From the Caltrans study, frequent violations of the one-hour standard for ozone of .10 ppm were noted. Sampling occurred from June 29 to October 26, totalling 120 days. During this period, 61 violations of the one-hour standard were observed, which represented 2% of the total hours sampled.

Due to the violations noted, the Auburn area has been designated as nonattainment for oxidant. A significant portion of the oxidant measured in Auburn is believed to originate in the Sacramento Metropolitan area. The Sacramento Metropolitan Air Quality Maintenance Area Nonattainment Plan being developed at this time will set forth strategies directed towards control of emissions from this area. These controls should result in significantly lower concentrations recorded in Auburn. Additional

controls implemented in the Auburn area may include Phase I vapor recovery, regulations of products containing organic solvents and other various restrictions.

CLIMATE

The climate of Auburn is an important factor in the overall attractiveness of the area as a place of residence or recreation resource. The area is characterized by warm summers and moderate winter temperatures. The monthly average of daily extremes in temperature range from 35.6 F minimum to 94.6 F maximum in July.[1]

Historically, precipitation has been moderate to occasionally heavy, but snowfall is very light. The recent drought situation which has extended over the last two years has caused a significant decrease from the mean precipitation figures of previous years. This is, however, assumed to be a temporary situation with long-range forecasts indicating rainfall in 1977-78 to exceed normal years and, to date (February, 1978) is above normal. The average annual rainfall totals 35 inches, but there is considerable variability from year to year. In a ten-year period, on the average, the driest year had less than 24 inches of precipitation while the wettest will receive 48 inches. Winter is the rainy season with 89% of the annual total precipitation falling in the six months from November through April.

1 - U.S. Dept. of Commerce, Climatological Summary for Auburn Weather Station (1931-1960).

The amounts of snowfall are very light. The thirty year average is only one inch per year, although there have been occasions when several inches of snow have fallen at one time.

Winds are usually light, though they reach gale force or stronger at times. Studies indicate that 50% of the time, wind speed is less than 9 m.p.h. and only 10% of the time does it exceed 13 m.p.h.

B. OPEN SPACE

PURPOSE: The purpose of the Open Space Element is to identify limited and valuable natural resources of the area that need to be preserved.

GOALS AND POLICIES

GOAL 1: TO PRESERVE AND ENHANCE OPEN SPACE LANDS TO MAINTAIN THE NATURAL CHARACTERISTICS OF THE AREA.

POLICIES

1. Encourage both public and private ownership and maintenance of open space.
2. Promote taxation techniques that would allow property owners to preserve their lands as open space.
3. Encourage scenic or greenbelt corridors along major transportation routes.
4. Preserve productive agricultural lands as regional open space.
5. Protect natural areas along creeks and canals.

General

There are various categories of open space lands to be considered in the Auburn area. These open space areas are a

valuable aesthetic resource to the community that should be preserved. A listing of the open space categories are presented below.

1. Open Space for Outdoor Recreation - Included in this category would be the several outstanding scenic routes and overlooks in the plan area (Indian Hill Road, Auburn Folsom Road, Interstate 80, etc.). Greenbelts along major County roads and highways can provide an aesthetically pleasing drive, as well as creating a noise buffer. Also included would be park sites and school property dedicated to playground areas, as well as access points to areas such as Folsom Lake, the American River, and the proposed Auburn Dam site. Even smaller open space areas surrounding individual residences in rural areas, when considered in the aggregate constitute a sizable area of visually open landscape.

2. Open Space for the Preservation of Natural Resources - These areas would include lands for the preservation of plant and animal life including habitat for fish and wildlife species. A protective corridor is being recommended along major creeks in the riparian vegetation areas as a means to eliminate the encroachment of development in these environmentally-sensitive areas. Another reason for so designating these areas is to preserve the water quality of the major waterways in the area.

3. Open Space for the Managed Production of Resources - Included in this category would be any agricultural lands of economic importance due to the production of food or fiber. Also included would be any major mineral deposit areas, including those in short supply. These areas should be protected with

agricultural or mineral reserve zoning and a large minimum lot size.

C. SEISMIC SAFETY

PURPOSE: The purpose of the Seismic Safety Element is to identify and appraise seismic hazards in the area and recommend goals and policies to reduce the loss of life, injuries, damage to property and economic and social dislocations resulting from future seismic activity.

GOALS AND POLICIES

GOAL: TO PROTECT THE LIVES AND PROPERTY OF THE CITIZENS OF THE AUBURN AREA FROM UNACCEPTABLE RISK RESULTING FROM SEISMIC AND GEOLOGIC HAZARDS.

POLICIES

1. Maintain strict enforcement of seismic safety standards for new construction contained in the Uniform Building Code.

2. Review future developments using all available seismic data and taking into account recommendations from the Seismic Safety Element.

3. Pursue adoption of a Grading Ordinance in the Auburn area.

GEOLOGY

The geology of the area consists of four classifications of surficial deposits and eleven rock unit types. The distribution of these various geologic units are presented on a map in the E.I.R.

prepared for this general plan update.

The primary rock unit in the Auburn area is metamorphic. The majority of rock consists of hard metavolcanic flows commonly called "greenstone" that contain numerous thin discontinuous bands of soft metavolcanic tuffs and soft to hard metasedimentary beds.

A highly irregular zone of serpentine averaging approximately one mile in width extends from Auburn through the map area along Highway 49. The serpentine appears to have been intruded parallel to the metamorphic structure along an ancient vertical fault zone.

Granitic rock units occur in the northeast and southwest corners of the map area. Sugar Pine Mountain is an oval area composed of granodionite that extends from a mile east of Highway 49 to one mile west of Meadow Vista. The granitic rock in the southwest consists of quartz dionite which is part of the large granitic mass that underlies the Loomis Basin.

Volcanic rock units are represented by the Mehrten Mudflow Breccia remnants which cap portions of Indian Ridge and Skyridge.

Sedimentary rock units consist of the Mehrten Conglomerate, a cemented, weather, and extensively eroded channel gravel with a major deposit extending from Skyridge along Indian Ridge to Newcastle.

Surficial deposits consist of stream channel deposits of gravel along the Bear River and North Fork of the American River, terrace deposits of sand and gravel that indicate former higher stands of streams that drain the area, and landslide deposits which, for the most part, are inactive and occur along the steep

canyon slopes of the American River.

In general, the hills in the plan area slope directly to an adjacent stream or drainage channel without any intervening floodplain. The streams are eroding bedrock in their downsettling stage, therefore, stream channel deposits of sand and gravel are sparse and insufficient for a resource. Floodplains are very narrow, on the order of 8 to 20 feet, and generally well marked.

ACTIVE FAULTS AND EARTHQUAKES

There are no known active faults in Placer County. Maximum credible earthquakes (M.C.E.) at the San Andreas Fault and the Hayward Fault in the East Bay area would produce barely perceptible shock and bedrock acceleration in Auburn. M.C.E. at Truckee or Oroville would produce a slightly perceptible earth-shaking to the area.

In regard to the potential of an earthquake being triggered by the proposed Auburn Dam, this issue is currently being studied. The U. S. Bureau of Reclamation has contracted with consulting engineers to prepare a report independent of their own study as a result of the Oroville earthquake in 1975. A final report has not yet been prepared, however, preliminary information indicates no new active earthquake faults in the vicinity of the dam. Thus, as of this writing, officials are optimistic that construction will continue as scheduled.

OTHER HAZARDS

Landslides - Geologic hazards within the general plan area presently are limited to small slumps, block slides, and land-

slides within the metamorphic rock slumps, occasional block slides, erosional gullying within weathered granitic rock, and slumps or small slides within the intensely fractured serpentine.

Natural Slope and Streambed Erosion and Sedimentation - Naturally occurring erosion is a hazard only on a small scale mostly within the granitic rocks of the area. High winter runoff along streams in the area does not cause sedimentation because of the high gradient and well-formed shape of the channels.

D. CULTURAL RESOURCES

PURPOSE: The intent of the cultural resources section is to determine goals and policies affecting historic areas and recreation facilities in the area.

GOALS AND POLICIES

GOAL 1: PRESERVE AND ENHANCE ALL SIGNIFICANT HISTORIC AND ARCHAEOLOGIC SITES AND FEATURES.

POLICIES

1. Identify and protect from destruction and abuse all representative and unique sites.
2. Encourage and promote legislation for the protection of notable historic sites and artifacts.
3. Promote the continued interest in the restoration and preservation of Historic Auburn and other historic buildings in the area. The Historic Auburn area is on the National Register of Historic Places.

GOAL 2: PROVIDE ADEQUATE RECREATION FACILITIES TO MEET THE NEEDS OF PRESENT AND FUTURE RESIDENTS.

POLICIES

1. Encourage small parks and play areas in neighborhood population centers.

2. Encourage future park sites to be located near public facilities such as schools, libraries, and community buildings.

3. Continue to require Park Dedication Fees to insure funding for future park needs.

4. Provide for adequate riding and hiking trails.

HISTORY

The Auburn area was first inhabited by Maidu Indians who lived in a small village in the vicinity of Indian Hill. Fur traders and hunters came down the American River and began working in the area in 1825 which was long before the discovery of gold at Sutter's Mill in 1848.

Claude Chana arrived in 1846 over Donner Pass, preceding the Donner Party by a few weeks. He brought with him the seeds of fruits and nuts which he planted in nearby Bear Valley. In May, 1848, Chana discovered gold along the Auburn and Baltimore Ravines near Ophir. Ravines were rich in gold and upon the existing site of Auburn's "Old Town", many men in the summer of 1849 pitched tents and with pores, crevicing knives and spoons, began prospecting for the precious metal. Cabins were constructed and when pack animals and wagons subsequently came, they sought

the most convenient passageways and thus marked the streets of the future town. Due to its central location and accessibility, it became a good trading post and place to pass the winter. The town was first named "North Fork Dry Diggins" in early 1849 and in the fall of that year the name was changed to Auburn. The town developed rapidly with law offices, a Wells Fargo office, volunteer fire department, hotels, lodge, post office, schools, churches, restaurants, and by 1853, a County Courthouse.

In 1855, a fire nearly destroyed the entire city. Fires also occurred in 1859 and 1863. However, the city rebuilt and expanded, maintaining its character as a mining town, trading post, and stage terminal.

In 1869, the main transcontinental railroad was completed. This established an overland route and opened the way to eastern markets. With expansion over the years came a return to agricultural pursuits, the raising of livestock and poultry, and the development of the lumber industry. In 1882, Auburn was incorporated as a city.

Most of the historical sites in the Auburn area have been identified in the Placer County Recreation Element of the County General Plan. Several sites have been placed on the State Register of Historical Sites. The City of Auburn and Pioneer Express Trail along the American River have been designated as State Historical Landmarks.

It is important that all historical sites are protected from destruction or demolition. The few remaining structures in the area should be protected by the existing owners or

purchased by the public. All sites not identified by signs or monuments as a part of some State or Federal program should be identified and signed by the County Parks and Historical Restoration Commission.

RECREATION AND PARKS

The Auburn area is ideally located in respect to recreation opportunities. Choices include local programs in the community as well as fishing and boating at nearby Lake Clementine and Folsom Lake. With the completion of the Auburn Dam, additional local recreation uses will be available.

Within a two-hour driving distance, traveling west will allow local residents to enjoy the many recreation opportunities along the Pacific Coast and San Francisco Bay. Traveling east, residents can partake in camping and skiing acitivities in the Sierra Nevada Mountains, or varied recreation opportunities offered in Lake Tahoe and Reno.

Residents of the Auburn area currently receive a substantial amount of their local recreation services from the Auburn Area Recreation and Park District (A.R.D.). The District boundaries are fairly consistent with the area considered in the general plan. The community of Newcastle and the Rattlesnake Road vicinity are the primary areas excluded from the District. People in these areas can participate in A.R.D. organized programs, however, an out-of-district user fee must be paid. This fee has become necessary due to the increased demand for services from out of district users.

Presented below is an inventory of community need for recreation facilities based on the maximum 1995 projected population of 58,000 people.

STANDARD[1]	1995 FACILITIES NEEDS
1 Tennis Court per 2,000 population	29 courts
1 Swimming Pool per 10,000 population 50' x 75' minimum size	6 pools
1 Center Building per 20,000 population	3 buildings
1 Regulation Softball Diamond per 3,000 population	19 fields
1 Regulation Hardball Field per 6,000	10 fields
Public Golf Course, 1 hole per 3,000 persons	1 course
1 Adult League Basketball Courts per 3,000 population (or 1 gym per 10,000 people)	6 gyms
1 Major Football Facility per 20,000 population	3 facilities
1 Major Track and Field Facility per 20,000 population	3 facilities
1 Neighborhood Park per public Elementary Schook minimum size should be five acres	4
1 Community Park per community, minimum size 20 acres	3
Meeting Rooms, small, 1 for 5,000 persons	12 rooms
Social Rooms, 1 per 10,000 persons	6 rooms
Arts and Crafts Rooms, 1 per 10,000 persons	6 rooms
1 Single Large Recreation Park, 200 acres per 40,000 persons	1.5
Hiking, nature study, horseback & bicycling	58 miles

(1) Standards taken from Auburn Recreation & Park District General Plan and Placer County Recreation Element

The above analysis of projected recreational needs indicates there should be consideration for additional neighborhood park sites with their accompanying facilities to accommodate the 1995 population projections. These sites should be distributed throughout the general plan area. The Auburn Recreation District is ultimately looking at 1 acre of recreation land per 100 population within the General Plan Area.

The proposed park sites shown on the 1995 Land Use Plan are general in nature. There is no intent to specifically designate one piece of property as a recreation site or to prevent another type of development or use in that location. The one exception to this rule is the Rock Creek property which is proposed for recreation use.

IMPLEMENTATION

V. IMPLEMENTATION

Basically, a general plan is effectuated by the actions of public bodies and private individuals making decisions and developing their land. Through the adoption of a general plan, the Planning Commission, Board of Supervisors, City Council and other public agencies define the general goals and policies which provide the guidelines within which decisions, both public and private, are made. The general plan is adopted by Resolution of the Board of Supervisors and City Council. Tools used to implement the general plan include zoning and subdivision ordinances, building and health codes, capital improvement plans, and citizen education programs. These measures, however, are not fully sufficient. Citizens in the community must take an active interest in seeing that the general plan becomes a reality. Such interest can take the form of attending public meetings, serving on review boards dealing with development matters, or simply upholding the spirit of the general plan in private day-to-day decisions.

The goals and policies embodied in the previous sections of this plan set forth the guidelines for development and recommended ways to achieve the desired objectives.

APPENDIX

APPENDIX A

General Rules for Interpretation of the Auburn General Plan

GENERAL RULES FOR INTERPRETATION

AUBURN GENERAL PLAN

General Plan Designation	Zone Districts Permitted
High Density Residential	Single Family Residential, Medium Density Multiple Residential, High Density Multiple Residential, Residential Professional, and Open Space
Medium Density Residential	Single Family Residential, Medium Density Multiple Residential, *High Density Multiple Residential, Residential Professional, and Open Space
Low Medium Density Residential	Single Family Residential, *Medium Density Multiple Residential, *Residential Professional, and Open Space
Low Density Residential	Single Family Residential, Open Space, *Agricultural Residential, and *Farm
Rural Low Residential	Single Family Residential, Open Space, Agricultural Residential, and Farm
Rural Estate	Single Family Residential, Open Space, Agricultural Residential, Farm, and Forestry
Agricultural	Single Family Residential, Open Space, Agricultural Residential, Farm, and Forestry
Commercial	Neighborhood Commercial, Central Commercial, General Commercial, Heavy Commercial, Neighborhood Shopping Center, Medium Density Multiple Residential, High Density Multiple Residential
Industrial	Industrial, Industrial Park, *Heavy Commercial
Highway Service	Highway Service
Public	*Single Family, *Farm, *Agricultural Residential, *Industrial, Open Space, *Industrial Park, **Airport-Industrial Design Control District
Planning Reserve	Single Family Residential, Agricultural Residential, Farm, and Open Space

*Zone Districts apply only in the unincorporated area

** Zone District applies only in the City of Auburn

ACKNOWLEDGEMENTS

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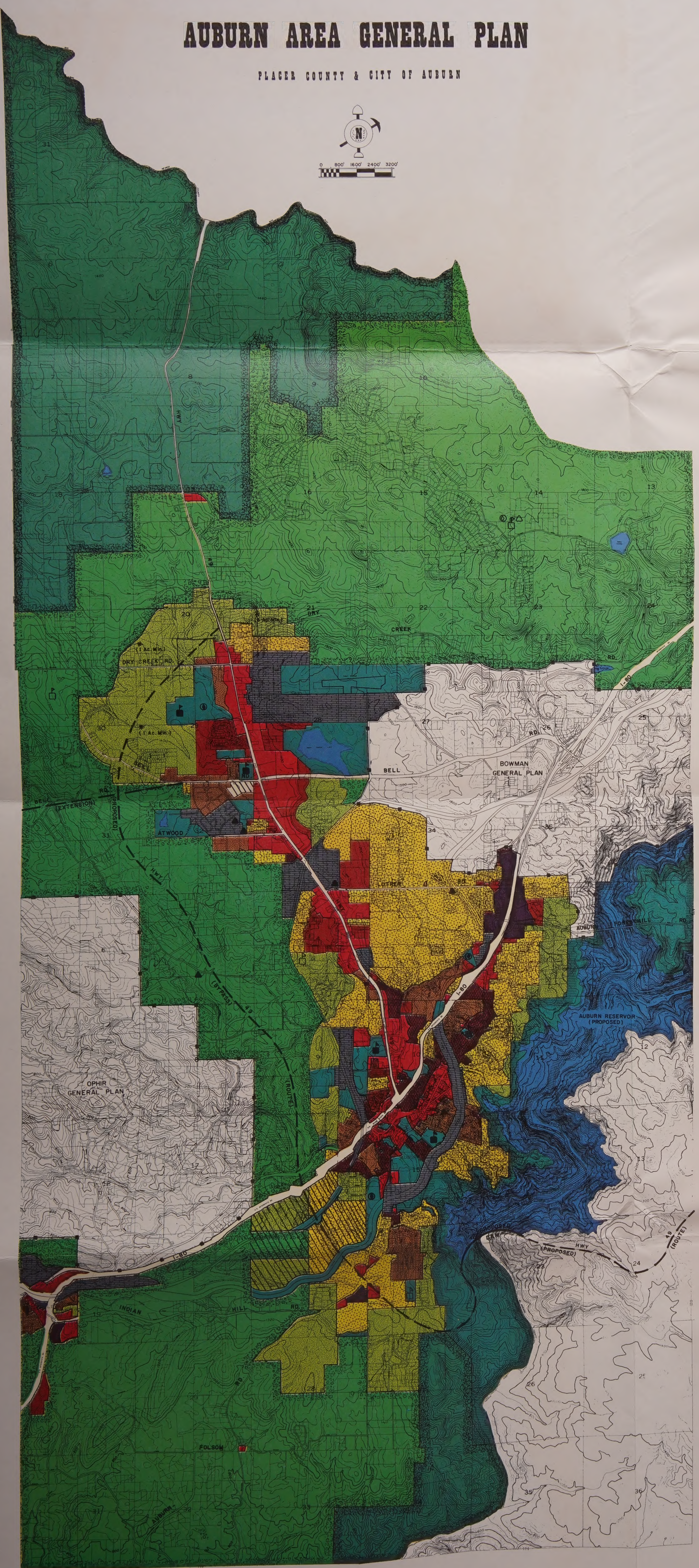
Ann Raynard
Arnie Lyon
Ray Yamasaki
Dorthea Ruud
Juanita Goodhart
Doris Sayles
Jack Remington
Ernie Farinha
Alice Miller
Paul Avery

AUBURN AREA GENERAL PLAN

PLACER COUNTY & CITY OF AUBURN



LEGEND

- **High Density Residential** — 10 to 15 DU/AC**
- **Medium Density Residential** — 6 to 10 DU/AC
- **Low Medium Density Residential** — 4 to 6 DU/AC
- **Low Density Residential** — 2 to 4 DU/AC
- **Rural Low Residential*** — .4 to 2.3 AC. MIN.
- **Rural Estate** — 2.3 to 4.6 AC. MIN.**
- **Agricultural** — 4.6 to 20 AC. MIN.
- **Commercial**
- **Industrial**
- **Highway Service**
- **Public**
- **Planning Reserve**
- ▲ existing — **Fire Station**
- △ proposed — **Fire Station**
- ◐ existing — **Parks**
- ◐ proposed — **Parks**
- existing — **School**
- proposed — **School**
- **Water**

** DU/AC: DWELLING UNITS PER ACRE

** AC. MIN.: ACRE MINIMUM

* NOTE: UNLESS OTHERWISE NOTED WITHIN THIS DENSITY RANGE ON THE PLAN MAP.

ADOPTED BY:

PLACER COUNTY BOARD OF SUPERVISORS
NOV. 28, 1978.

AUBURN CITY COUNCIL
FEB. 5, 1979.